

EL CAPITAN  
A LIGHT PILSENER  
BEER.  
Per Case of 4 Doz. 1/2. \$13.00  
" 6 " 1/2. " 18.00  
H. PRICE & CO.  
12, QUEEN'S ROAD.

# Hongkong Daily Press.

ESTABLISHED 1857

POMRIL  
PURE APPLE JUICE  
NON-ALCOHOLIC.  
Per Dozen Quarts ..... \$6  
" Pints ..... \$4  
H. PRICE & CO.  
12, QUEEN'S ROAD.

No. 13,562 號式十陸百伍千參萬壹第 日十月年柒十二緒光

HONGKONG, SATURDAY, AUGUST 31ST, 1901

陸拜禮 號壹十叁月捌年壹零百九千壹英港 香港 PRICE, \$2 1/2 PER MONTH

## CHAMPAGNE

### JULES MUMM

PER CASE, PINTS, \$50; QUARTS, \$48.

## A. S. WATSON & CO. LIMITED.

THE HONGKONG DISPENSARY.

CUTLER, PALMER AND CO.  
WINE SHIPPERS SINCE 1815.  
Who have consigned their Brands to Hongkong  
for over half a century  
Apply to G. C. ANDERSON  
Hongkong, 15, Praya Central.

## JOHN WALKER & SONS' KILMARNOCK WHISKY.

This World-renowned  
Fine Old WHISKY.  
Sole Shippers—CUTLER, PALMER & CO.,  
is obtainable in Hongkong of their Agents.  
SIEMSEN & CO.  
Hongkong, 1st January, 1901.

## CUTLER, PALMER & CO.'S

Price \$10.75 PER DOZEN

Net

"SPECIAL BLEND" WHISKY  
Blend  
of Selected  
Distillations of the  
Finest Scotch Whiskies

Apply to  
SIEMSEN & CO. Hongkong.

## HONGKONG HIGH-LEVEL TRAM- WAYS COMPANY, LIMITED.

### TIME TABLE

WEEK DAYS.  
7.00 a.m. to 8.00 a.m. Every 10 minutes.  
8.00 a.m. to 9.00 a.m. Every 15 minutes.  
9.00 a.m. to 10.00 a.m. Every 10 minutes.  
10.00 a.m. to 11.00 a.m. Every 15 minutes.  
11.00 a.m. to 12.00 p.m. Every 10 minutes.  
12.00 p.m. to 1.00 p.m. Every 15 minutes.  
1.00 p.m. to 2.00 p.m. Every 10 minutes.  
2.00 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 4.00 p.m. Every 10 minutes.  
4.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 6.00 p.m. Every 10 minutes.  
6.00 p.m. to 7.00 p.m. Every 15 minutes.  
7.00 p.m. to 8.00 p.m. Every 10 minutes.  
NIGHT CARS on Week Days.  
8.45 p.m. & 9 p.m. 9.45 to 11.15 p.m., very 1 hour.

SUNDAYS.  
8.00 a.m. to 9.00 a.m. Every 15 minutes.  
9.00 a.m. to 10.00 a.m. Every 10 minutes.  
10.00 a.m. to 11.00 a.m. Every 15 minutes.  
11.00 a.m. to 12.00 p.m. Every 10 minutes.  
12.00 p.m. to 1.00 p.m. Every 15 minutes.  
1.00 p.m. to 2.00 p.m. Every 10 minutes.  
2.00 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 4.00 p.m. Every 10 minutes.  
4.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 6.00 p.m. Every 10 minutes.  
6.00 p.m. to 7.00 p.m. Every 15 minutes.  
7.00 p.m. to 8.00 p.m. Every 10 minutes.  
NIGHT CARS on Week Days.  
Extra cars at 11.30 p.m. and 11.45 p.m.  
SPECIAL CARS by arrangement at the Com-  
pany's Office, 38 & 40, Queen's Road Central.  
JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 1st April, 1901.

## VICTORIA CYCLE EMPORIUM.

THE pleasure of cycling consists in having  
a first class Machine, and the above Es-  
tablishment is always leading in this respect.  
We are Agents for the famous "NEW  
HOWE" and "MONOPOL" CYCLES,  
and we also supply fittings of every description.  
Bargains can be had in second hand Machines.  
Repairs executed with promptitude and skill.  
Enamelling a specialty.  
McKIRDY & CO.  
43 & 45, QUEEN'S ROAD EAST.  
Hongkong, 4th April, 1901.

## GREEN ISLAND CEMENT COMPANY.

### PORTLAND CEMENT.

\$5.50 per Cask of 375 lbs. net ex Factory.  
\$3.30 per Bag of 250 lbs.  
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 1st June, 1901.

### NOTICE.

I HAVE THIS DAY RESUMED my  
DENTAL PRACTICE

WM. MACLEOD, D.D.S.,  
BEACONSFIELD ACADEMY.  
Hongkong, 1st August, 1901.

## CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.  
Their Brands are favourably known all over the World.  
The following are some of their Stocks with the undersigned:—

### SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

\$20 PER DOZ.

This fine Wine is old, soft, and of grand flavour  
See analysis and certificate by Professor Cassell

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

### DOURO PORT,

\$14.25 PER DOZ.

A fine, full, and fruity wine.

### AMOROSO SHERRY,

\$20 PER DOZ.

### LA TORRE SHERRY,

\$16.75 PER DOZ.

A natural and most pleasant wine to the taste.

### THE ELITE OF WHISKY:—

#### THE "PALL MALL,"

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

### C. P. & Co.'s OWN SPECIAL

#### BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS: THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG.



## CALDBECK, MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS,  
15, QUEEN'S ROAD,  
HONGKONG.

### BRANCHES:—

LONDON, GLASGOW, SHANGHAI HONGKONG, SINGAPORE.

### AGENCIES:—

TIENTSIN, PORT ARTHUR, CHEFOO, WEIHAIWEI, KIAUTSCHOW,  
HANKOW, FOOCHEW, TAIWANFOO, AMOY, SWATOW, CANTON, YOKOHAMA,  
KOBE, THE PHILIPPINES, PENANG, BRITISH NORTH BORNEO.  
Hongkong, 28th August, 1901.

## JOHNSON'S DIGESTIVE TABLETS

THE GREAT REMEDY FOR  
INDIGESTION, DYSPEPSIA, FLATULENCY  
AND ACIDITY OF THE STOMACH.  
VICTORIA DISPENSARY.

PHOTO-GRAPHS, PLATES, PAPERS  
AND CHEMICALS.  
EASTMAN'S KODAKS, FILMS AND ACCESSORIES,  
DEVELOPING AND PRINTING UNDERTAKEN.  
A. CHEE & Co., 17A, QUEEN'S ROAD, HONGKONG.

## LANE, CRAWFORD & CO.

HAVE JUST RECEIVED THEIR

### FIRST SEASON'S CONSIGNMENT OF FRENCH ISIGNY BUTTER.

ABSOLUTELY THE BEST AND FINEST THAT IS IMPORTED.  
NO OTHER BUTTER CAN COMPARE WITH THIS.

PRICES:—  
Per 1 lb tin ..... 80 cents. Per 2 lb tin ..... \$1.50

## LANE, CRAWFORD & CO.

## WATKINS'



## CROWN BRAND

### AERATED WATERS.

DELICIOUS IN FLAVOUR AND ABSOLUTELY PURE.

SOLE MAKERS OF CINCHONA TONIC & CLABADE.

## WATKINS, LIMITED,

66, QUEEN'S ROAD CENTRAL.

## W. BREWER & CO.

### NEW BOOKS.

Murray's Guide Book to Japan } New Editions  
India }  
Love Letters of an Englishwoman ..... \$1.50  
Sennett and Oram's Marine Engineering ..... 13.00  
Sister Teresa, by George Moore ..... 1.50  
Parker's History of China ..... 3.50  
Mrs. Bishop's The Yangtze and Beyond ..... 6.00  
Seaton and Routhwaite's Engineering ..... 5.00  
Coles Practical Geology ..... 15.00  
Hughes's Col. Mining ..... 4.50  
Brough's Mine Surveying ..... 4.50  
Know Your Own Ship ..... 0.35  
Rodney Stone, by Conan Doyle ..... 3.00  
Little Folks, New Volume 1901, 82 & 83 ..... 2.25  
Mrs. Bishop's Chinese Pictures ..... 8.50  
Mackay's Ship-builders' and Marine  
Engineers' Pocket-Book ..... 4.50  
Every Man His Own Lawyer ..... 2.25  
More Gals' Gossip ..... 2.25

A Large Stock GLASS INK BOTTLES.  
INKSTANDS in Great Variety.  
BEST INDIA RED SEALING WAX.  
CASH BOXES, SPIKE FILES.  
DESPATCH BOXES, IN MEMORIAM  
CARDS.  
London Made LEDGERS, JOURNALS,  
DAY BOOKS, CASH BOOKS.  
MINUTE BOOKS, MANUSCRIPTS.  
NOTE PAPER with Hongkong stamped in  
Colour.  
TENNIS BALLS.  
FOSTER'S WHIST MARKERS.  
MACKENZIE PIPES.  
LADIES' & GENTLEMEN'S BLACK and  
BROWN WALKING SHOES.

23 & 25, Queen's Road, Hongkong.

## REMINGTON TYPEWRITERS

WITH ALL REQUISITES.

## SIEMSEN & CO.

SOLE AGENTS.

JUST RECEIVED.

## VICHY! VICHY! VICHY!

CELESTINS, GRANDE, GRILLE, CONTREXEVILLE.

SALT VICHY, PASTILS VICHY, COMPRIMES VICHY.

## G. GIRAULT, 6, QUEEN'S ROAD.

## COTTAM & CO.

(JUST RECEIVED)

STRAW BOATING HATS AND PANAMA FOLDING HATS.  
"SNOWS" FAMOUS ANGLO-AMERICAN  
BOOTS AND SHOES.

### BRITISH NORTH BORNEO.

TENDERS are invited for the General  
Farms for a period of three years com-  
mencing from the 1st January, 1902, as here-  
below described:—  
OPIMUM. The sole right to import, manufac-  
ture and sell raw Opium, Chundu and Labuan.  
Dross in British North Borneo and Labuan.  
SPIRITS. The sole right to license the  
manufacture and sale of such Wines and  
Spirits as are usually consumed by Chinese  
and other Asiatics, and the right to issue  
licenses to sell Wines, Beer and Spirits under  
Notification dated 1st February, 1903.  
PAWN-BROKING. The sole right to keep  
and license others to keep Pawn-broking  
Establishments.  
GAMBLING. The sole right to keep and  
to license the keeping of Gambling Houses.  
These Tenders must be sent under sealed  
cover to reach Sandakan by noon on the 31st  
day of October, 1901, and must be addressed to  
the Secretary to the Governor. The words  
"Revenue Farms" must be written on the  
outside of the envelope.

(2) The Laws and Regulations governing  
these Farms can be seen on application at the  
Office of Messrs. Guthrie and Co., Singapore,  
of Messrs. Gibb, Livingston and Co., Hong-  
kong, of the Malay Mail at Kuala Lumpur  
and of the Treasurer-General at Sandakan.  
(3) The Opium Regulations are similar to  
those in the Straits Settlements.  
(4) The Gambling Regulations are similar  
to those in the Malay States.  
(5) These Tenders are invited for the whole  
Territory, but any tenderer may submit a  
separate tender for any of these Farms or  
for any portion of the State of British North  
Borneo.  
(6) Every tender must state the nature of  
the Security to be offered, which must be  
partly in cash, to be deposited in an approved  
Bank, and partly in land and house property.  
(7) The Government does not bind itself to  
accept the highest or any tender.

LABUAN.  
The Colony of Labuan will be included in  
the British North Borneo Farms for Opium,  
Spirits and Pawn-broking.  
Sandakan, 8th July, 1901.

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### KOWLOON BOWLING GREEN CLUB.

THE MEMBERS of the KOWLOON  
BOWLING GREEN will be "AT  
HOME" to their Friends TO-DAY SATUR-  
DAY AFTERNOON, 31st August, from  
4.30, on the occasion of the Opening of  
the New Greens on Austin Road.  
JOHN S. GALT,  
Hon. Secretary.  
Hongkong, 29th August, 1901.

### HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING  
for the purpose of receiving the Report  
of the Committee and Statement of Accounts  
for the past year, Electing a Committee for  
the ensuing year, and for the Transaction of  
General Business, will be held in the CITY  
HALL, on TUESDAY, the 3rd September, at  
6 p.m.  
DAVID WOOD,  
Hon. Secretary.  
Hongkong, 28th August, 1901.

### B. J. BARLOW, CONSULTING ENGINEER, SURVEYOR AND CONTRACTOR.

PLANS and Specifications Supplied for any  
Class of Engineering Work. Marine  
Work a Specialty; Designs prepared for  
Small Coast Steamers, Light Draught Vessels,  
Dredgers, Tug-Boats, Launches and Barges  
of any Class or for Special Requirements.  
New and Repair Work Supervised. Contractor  
for the Supply and Erection of any type of  
Machinery.  
Telegrams: "Barlow," Hongkong.  
Telephone, No. 74.  
P. O. Box, No. 110.  
OFFICE: 9, QUEEN'S ROAD CENTRAL.  
B. J. BARLOW.  
Hongkong, 12th June, 1901.

### CARTRIDGES.

NOBEL'S SPORTING BALLISTITE.  
Absolutely Smokeless and Water-resisting.  
THE BEST NITRO-POWDER IN THE WORLD.  
PRICE OF 12-BORE CARTRIDGES:—  
Loaded with Powder only, and 1 oz. of Shot.  
Primrose Cases ..... \$5.65 ..... \$7.19  
Pegamoid Cases ..... 6.25 ..... 8.00  
Ejector Brass Cases ..... 6.50 ..... 8.65  
5 per cent. discount on orders of 1,000 and over.  
Apply to  
WM. SCHMIDT & CO.,  
Gunnmakers,  
Hongkong, 27th July, 1897.

### HOTEL

HING KEE HOTEL.  
(ESTABLISHED 1873)  
MACAO.

THIS First-class and well-famed establish-  
ment is pleasantly situated in the centre  
of PRAYA GRANDE, facing south, with a  
charming view of the sea on the front. Com-  
fortable and well furnished Bed-rooms.  
Cuisine Excellent. Prompt Attendance.  
Terms very Moderate.  
L. HING KEE, Proprietor.  
Telegraphic address "HINGKEE" [1892]

## INSURANCE

HAVE YOU A PENSION  
(To look forward to?)

If not write at once and obtain a copy of the  
STANDARD LIFE ASSURANCE  
CO.'S "PERFECT PENSION" SCHEME.  
Better than the Savings Bank.  
For Full Particulars of the Scheme, apply to  
Agents,  
DODWELL & CO., Ltd.,  
Hongkong, 12th February, 1900. [4-1642]

## HOTELS.

### HONGKONG HOTEL.

A First Class Hotel in every respect.  
Elegantly Furnished Reading, Music, and  
Smoking Rooms.

Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout.

Wines and Groceries imported specially from  
Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by  
Machinery.

Bedroom Accommodation—132 rooms.

Fire Extinguishing Mains on every floor.

CHARGES MODERATE.

## THE PEAK HOTEL.

City Office: 7, Duddell Street.

### HOTEL CRAIGIEBURN.

PUNKET'S GAP, THE PEAK, near the  
Tram Terminus.  
Tel. 56.  
For Terms, apply to the  
MANAGER.

### THE WAVERLEY HOTEL.

ICE HOUSE STREET, HONGKONG.

### FIRST-CLASS PRIVATE HOTEL.

Handsome Furnished and Exceedingly  
Spacious Rooms.

Very MODERATE TERMS to FAMI-  
LIES by the DAY or MONTH.

### THE CONNAUGHT HOTEL

A FIRST CLASS HOTEL of 45 Bed-  
rooms, elegantly furnished.

The Hotel is situated near all the Banks and  
Principal Offices in the Colony.

Special Attention paid to the Comfort of  
Guests.

Cuisine excellent; under Experienced Ma-  
nagement.

Terms Moderate.

A. FONSECA,  
Manager.

Hongkong, 1st December, 1899.

### KOWLOON HOTEL.

THIS HOTEL is situated in a quiet  
locality, away from the din and distur-  
bance of the City, and surrounded by a deli-  
cious Garden, it is an ideal place of Residence.  
The building stands on an eminence, giving a  
magnificent view of the Harbour and the  
City of Victoria. It is within easy access of  
the Kowloon Wharves, where the principal  
Mail Steamers disembark Passengers, and from  
which there is a regular ferry service to Hong-  
kong.

Betting Alloys and Billiards.

The Cuisine is Excellent.

J. W. OSBORN, Proprietor.

Hongkong, 8th September, 1900.

### "BOA VISTA" HOTEL, MACAO.

THE SANTARIUM OF SOUTH CHINA.

Macao is 40 miles West of Hongkong, and  
the trip is made each day (Sundays excepted) by  
the Steamer "HEUNGSHAN," Capt. W. E.  
CLARKE, leaving Hongkong at 2 p.m., or  
according to Schedule, and Macao at 7.30 a.m.  
Connection made at Macao with Company's  
Steamer to and from Canton.

Cable Address—"Boavista,"  
Clarke & Co.,  
Proprietors.

For Terms, apply to  
906a

### THE HONGKONG STEAM WATER BOAT COMPANY, LIMITED.

THE above Company is prepared to supply  
the shipping in Hongkong with PURE  
and FILTERED WATER both for deck and  
bottles.

Call Flag W.

J. W. KEW,  
Manager.

20, Des Vaux Road.

Hongkong, 18th December, 190



## INTIMATION.

A. S. WATSON & CO.,  
LIMITED.

WINE MERCHANTS.

ESTABLISHED 1841.

## CLARETS.

	Per Case	Per Case
ST. ESTEPHE	\$6.96	\$7.56
ST. JULIEN	9.00	9.60
LA ROSE	12.96	13.92
CHATEAU HAUT BRION		
LARRIVET	18.60	19.20
CHATEAU MOUTON		
D'ARMAILHAC	21.00	22.20
CHATEAU PONTET		
CARNET	25.00	—
CHATEAU LA TOUR		
CARNET	30.40	—
CHATEAU RAUZAN	42.00	—
CHATEAU LAFITE	48.00	—

These CLARETS are bought direct from the leading French growers. The lowest priced are of exceptional value, and guaranteed to be the genuine product of the juice of the grape.

CHATEAU LA TOUR CARNET, CHATEAU RAUZAN and CHATEAU LAFITE are commended to the notice of Connoisseurs as high-class after-dinner Wines.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO.  
LIMITED.

THE HONGKONG DISPENSARY

(35)

## DEATH.

On the 22nd August, at Shanghai, MARY ST. GEORGE, aged 15 years.

## The Daily Press.

HONGKONG OFFICE: 14, DES VOUX ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 31st August, 1901

THURSDAY's meeting of the Legislative Council was awaited, as we have already said, with no little interest, principally owing to the series of questions standing in the name of the Hon. T. H. WHITEHEAD. All of these involved subjects of importance to the general welfare of the Colony and its inhabitants. It cannot be said that the answers produced by the Government were for the most part of a nature calculated to satisfy those desirous to be informed. In one instance, that of "question 4"—when Mr. WHITEHEAD asked for a return of the number of building collapses since January, 1895, the owners' names, the number of deaths, enquiries, and prosecutions, the causes of the collapses, and the precautions to be taken in future—Mr. CHATHAM was unable to prepare an answer in time for the meeting, but promised all available information hereafter. The answers to the other questions may be glanced at briefly.

With regard to the New Territory, the first answer shows that the Land Court has had its hands full, and considering the size of the staff employed has used its time well. The answer as to expenditure on the Territory brings out only more strongly the unsatisfactory state of affairs to which we have frequently called attention before. So far from the anticipations of the Hon. J. H. STUART LOCKHART in his report to Downing Street in 1898 having been fulfilled, we find an expenditure of \$736,571.34 against a revenue of \$41,014.32 for three years. And this is the New Territory in which no difficulty was expected in raising from the beginning an annual revenue large enough to meet the cost of administration! It is plain that a very large error has been made. The Chinese land-holders have been suffered to escape even provisional payment of rent, at the expense of Hongkong, and a source of revenue to the Government has hitherto been thrown away.

Mr. WHITEHEAD's third question dealt with the discontent in the police force and the Press comments thereon. Captain Superintendent MAY was certainly within his rights in refusing to take notice of complaints made in other than the usual

way. Nevertheless the discontent, as Captain MAY knows well, most certainly exists and the police force has been much damaged and weakened by it. Because all complaints have not been made through the official channels it is not shown that the police are mostly contented. Coupled with what we know of the state of affairs in the force, it means something very different, as indeed we have already indicated when discussing this question previously.

The point in connection with the fifth and sixth questions is one of much importance to this Colony. Hongkong being outside the terms of the Venice Convention of 1897, it becomes legitimate to ask whether we should allow sick Chinese in times of epidemic to go home to the mainland with the consent of the Chinese Government. When the question was referred to His Majesty's Government this year, the result was a refusal to allow the suggested course to be taken. Nevertheless it is an undoubted fact that many Chinese in an early stage of the disease did get away from the Colony and some even have come back recovered, to our own knowledge; doubtless some of our readers have also come across such cases. We are unable at the present in Hongkong either to prevent the surreptitious departure of sick natives or to treat them when they remain adequately to secure as good a percentage of recoveries as they show in their own homes. It is an open secret that certain very prominent officials are in sympathy with the proposal to allow the departure to the mainland of the sick Chinese, proper precautions being taken to avoid the spread of infection. In these circumstances, with the support of the community, our authorities would be justified in urging on the home Government a reconsideration of the decision given this year. It is certain that the real facts of the case are not appreciated in Downing Street.

The succession to Mr. OSMOND's post at the head of the Public Works Department was the matter of Mr. WHITEHEAD's last question. It seems to us, and we know that this opinion is shared by many experts, that what the Public Works Department want is not so much a new and more highly paid head, but a larger and more adequate staff. It would be useless to import into the Colony a man of long experience and high standing, at a larger salary than has been paid before, and then to leave him as short-handed as his predecessors. We must spend our money on securing a sufficiently large staff before we get out an expensive Director to put at its head.

With regard to the statement prepared at Mr. OSMOND's request and laid on the Council Table yesterday, it is too long to be dealt with here and we shall therefore suspend any comment on it until it is published in the *Gazette*. To one more point at Thursday's meeting do we wish to call attention, and it is to be found in the remarks made by the Chairman of the Finance Committee. Mr. STEWART LOCKHART said with reference to the votes for Roads and Markets:—

"Hon. Members will be glad to see that 'provision is being made for the roads in Victoria. I am sure we all agree it is necessary that great attention should be paid to our roads, and to have them as satisfactory as possible. We all desire to see the roads in this Colony a credit to the Colony and to those who are in any way responsible for them.'"

And again:—  
"As Hon. Members are aware, a great deal has been said lately about the want of market accommodation in the Colony, and I feel sure the vote will be most heartily recommended."

We think that the Colonial Secretary must have smiled to himself as he made these remarks. We should certainly all of us "desire to see" creditable roads in the Colony and "most heartily recommend" a vote for two extra markets. We are also glad to learn that the Government shares (at last) our views.

The U.S. despatch-boat *Zafira* arrived from Manila yesterday.

The French mail of the 29th ult. was delivered in London on the 28th inst.

The Hongkong Rifle Association notifies that there will be no competition to-day, but the range will be open for practice.

Reliefs for H.M.S. *Diado* and *Iris* are now on their way in the transport *Jelango*, which left home about a fortnight ago.

Musical residents will be glad to note the return from a tour in North China of Mr. Alec Marsh, who, however, will only remain in Hongkong for a month or two. Pupils for voice production and physical development can now be enrolled at No. 1, Ice House Street.

An amusing incident was witnessed in the Queen's Road near the Clock Tower just about noon yesterday. A carrying coolie dropped one of his baskets from his bamboo, and immediately there rolled and hopped into the roadway dozens of crabs and frogs, which scattered in all directions, to the dismay of the unfortunate coolie, who almost upset the other basketful in his haste to gather his collection together. Light-angred brother coolies and adjacent doorways were responsible for the disappearance of quite half the original number of frogs, which were more easily handled and speedier than the crabs.

The Belligis Public School reopens on Monday, the 2nd prox.

The Manila Board of Health offers besides the ordinary 2½ cents per rat, a prize of \$2 a week to the boy who brings in the most rats.

The formation of a native military leave depot at Welhaiwei for invalids, under the command of Captain Quinn, has been sanctioned. Thirty Berkefeld filters have been despatched thither from India.

News has been received at Shanghai by wire that a further batch of seventy griffins has arrived at Tientsin and is awaiting shipment to Shanghai. The I.C.S. *S. Eldorado* has brought ninety griffins consigned to the Shanghai Horse Bazaar.

In connection with the Whangpoo conservancy scheme at Shanghai, the area which it is proposed to reclaim is over 1,700 acres, or about 290 acres. It is suggested that an international park and recreation ground should be laid out on this reclamation.

For the information of those who have goods in bond, the N.C. *Daily News* is authorised to announce that the Peking Foreign Office states that bonded goods, will pay the new effective five per cent. import duty when it comes into force, unless they are cleared before that date.

The Ichang correspondent of the N.C. *Daily News* wrote on the 17th inst.:—We have had a visit from a small German gunboat. It looked very well and seemed suited for the river work for which it is intended. We hear a larger boat is coming up as soon as this smaller one reaches Hankow.

We are informed that the premises known as "Wild Dell," which were closed on account of several cases of plague there during the recent epidemic, have now been thoroughly cleaned and disinfected, and that the whole building has been overhauled and all the wood-work painted. The premises were released by the Board about a month ago.

The steamroller which caused the collapse of part of Queen's Road, near Murray Barracks, has not yet been extricated from the hole it fell into. The front roller has been disconnected from the rest of the machine and a derrick has been erected with the evident intention of hoisting the roller thereby out of the hole. And there it remains at present. Truly Hongkong is a miraculous place for collapses. When our houses don't collapse, then our streets do.

The Band of the 3rd Madras Light Infantry will play at the Hongkong Hotel this evening from 8 to 9.30 o'clock.

PROGRAMME.  
Overture....."Oberon".....Weber  
Serenade....."Reminiscences of Ireland".....Godfrey  
Song....."The Evening Star".....Boyan  
Selection....."Tosca".....Boyle  
Polka....."The Lilliputians".....Cavallini  
"God Save the King".....Brewer

This will be the last performance of the Band of the 3rd Madras Light Infantry in the Hongkong Hotel, owing to their departure to India early next month.

The s.s. *Conch* which arrived at Bangkok on the evening of the 13th inst. from Shanghai did not stop at the Quarantine station at Koh Kai, as the pilot failed to notify the captain that it was necessary. On the arrival of the ship at Deep Holq the agents enquired of the Medical Officer what they should do. As the ship had already crossed the Bar she was allowed to come up the river as far as Bangkok. On inspection by the Medical Officer a suspicious case, at first thought to be plague, was, on testing the patient's blood at the Government laboratory, found to be harmless.

A correspondent sends us the following interesting item of news:—The fishermen of Southern China have been scared by the recent appearance of a dragon. The apparition has caused quite a sensation and the news has spread like wildfire. Report says that the dragon was observed to ascend from the sea in the direction of the horizon and vanish amid the clouds, leaving a luminous trail behind it! The dragon was golden in colour and similar in shape to those generally embroidered on Chinese silks. The two horns were short and not quite developed, and above its head were three bright red stars and some Chinese characters. The rusties say that Kwangtung will produce an Emperor when the horns of the dragon are developed. Our correspondent suggests:—Perhaps this story is connected with the sea-serpent, recently observed off the south coast of China.

A meeting of the Chinese Christians connected with the Anglican Commission was held on Thursday evening in St. Stephen's Church at West Point, in order to draw up regulations for the self-support and self-government of the Native Church. The Bishop of Victoria presided, and was assisted by the Rev. W. Banister, Fong Yat-san, G. Bunbury, and others. After a few preliminary remarks, resolutions were passed affirming that the Native Anglican Church in Hongkong is in communion with the Church of England, and abides by her standards of doctrine and discipline; and is also united with the European branch of the Anglican Communion in Hongkong, the only distinction being that of language. A scheme of organisation, which had been carefully prepared beforehand by a Committee, was then discussed, and passed clause by clause; the whole meeting rising to signify its assent to the last clause, which states that the scheme of organisation for the whole Native Anglican Church in Hongkong. The estimated income of the Church from native subscriptions is about \$1,500 for the current year, which is amply sufficient for the support of the pastoral and other work of the Native Church, both in the Island of Hongkong and in the British Territory on the mainland.

Manila is becoming over-crowded in some districts, and the local Board of Health is taking steps to remedy the evil.

Manila is to have an American Bank next month, according to the *New American*. It will be incorporated under the existing Spanish laws, with a capital \$100,000.

The *Gazette of India* states that Major Browne, R.E., Director of Railways in China field force, is graded as Assistant Adjutant General. A long list of minor appointments in China dating back to September last, is published.

There was an increase of over 600 in the deaths from plague in India during the week ending August 10th, mostly due to deaths in Belgaum, Kolhapur, and Dharwar districts, where the figures have increased by more than 25 per cent.

A Simla despatch reports another Frontier outrage. On the night of the 8th August two sowars of the Khyber Rifles, proceeding on duty to Peshawar, were fired at by three or four men within a mile of the Circular Road. One sowar was hit, and has since died, the other escaped, and gave the alarm at Hari Singh Post, but the assailants got off undetected.

To all those who propose destroying their refuse by fire there may be recommended a study of the Berwinsky scheme. At a cost of £1,600 it is proposed to erect a plant for converting 7 tons of slinker daily into flagstones, bricks, paving-blocks, electric light ware and similar things. The flags would cost 2s. per square yard or less than half the cost of the cheapest artificial flags, while being as good in every way as stone at from 4s. 6d. to 7s. 3d. per square yard.

A curious murder case was tried in the Province of Cagayan, P.I. recently. A man named Natalie, charged three other men with the murder of his sister three years ago. He claimed to have witnessed the murder, though the children in the house at the time knew nothing about it. In proof of his statement he offered to show the authorities his sister's grave. He did. The place was dug up and three teeth found. These teeth were carabon teeth. The accused men were acquitted.

A watchmaker at Zurich is exhibiting in his shop-window a wonderful piece of Swiss workmanship in the shape of the smallest watch that has ever been manufactured. The watch, which is in the shape of a rose, is so minute that a strong magnifying glass is necessary to read the hands, and when winding-up the tiny article it is necessary to use a specially prepared contrivance for this purpose. The manufacturer refuses to sell the watch, which keeps excellent time. One rich customer offered £200 for the curiosity, but this sum was refused.

Sir Thomas Lipton, in bidding farewell to the crew of *Skua* before they left for America, said he felt extremely confident of his yacht's chance of winning the cup, and he was sure that Mr. Watson had given them a boat capable of carrying the British flag to victory at Sandy Hook. They might rely upon getting a fair field. Sir T. Lipton has denied the rumour that he intends giving up yacht-racing and going on the turf, and states that he intends having built next year a new boat of the *Britannia* type for British yacht-racing.

A Madras telegram of the 14th inst. says:—Of late there have been many cases of cholera in the Trichinopoly District, which seems to be gradually closing in on Trichinopoly town. In view of a possible outbreak in the Boer camp, the military authorities are making arrangements to move the prisoners into camps outside the town. If any cases occur, and if the sickness spreads, the Boers will be sent to different stations, one of which is Wellington, where orders have been received to prepare accommodation for about a hundred prisoners, if necessary.

A New York correspondent says the indications are that Admiral Schley's defense will take the shape of an attack on the conduct of Admiral Sampson. One argument that will be advanced for him is that, if he was guilty of a dereliction of duty in his failure to destroy the cruiser *Cristobal Colon*, Admiral Sampson was likewise culpable. Admiral Schley's friends are endeavouring to prove that after Admiral Sampson's arrival at Santiago the *Cristobal Colon* remained for four hours at anchor, near the harbour entrance and that no attempt was made to destroy her.

Delusions, like most other things, have their times and seasons. There have been many Krugers and De Wets in our asylums of late, and not a few "Lord Rots." In one lunatic asylum in the States recently there were four men who imagined themselves to be Lieutenant Hobson, one who thought he was Admiral Dewey, and another Admiral Sampson. There were, too, in this asylum a Queen Victoria, a Queen of Holland, and several President McKinleys; and the place was weighted with powerful rulers, among whom were a Tsar of Russia and a German Emperor.

The following is from an American contemporary:—The Pittsburgh Locomotive Works has secured the contract for locomotives recently ordered by the Calcutta Port Commissioners, despite active European competition. The Indian authorities invited bids in the open market for nine locomotives. The lowest British bid was that of Neilson, Reid & Co., of Glasgow. Their price was £15,449 against the Pittsburgh Locomotive Works' bid of £13,778 for each engine. The Pittsburgh Company also gives quicker delivery, undertaken to fill its contract inside of six months, while the shortest time given by British builders was nine months. The locomotives ordered are of the eight-wheel, tank type, weighing about 97 tons each. They will be used for hauling heavy freight from the Calcutta docks.

## TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

## THE WAR IN SOUTH AFRICA.

LONDON, 29th August, 3.55 p.m.

## THE SHOOTING OF BRITISH WOUNDED AND PRISONERS.

Lord Kitchener reports that he has sworn evidence as to the shooting of three British soldiers, after they had surrendered, at Graspan.

Mr. Brodrick has stated, with reference to the Vlakfontein allegations, that he has instructed Lord Kitchener to notify by proclamation that all proved to have been present at such outrages will be held guilty, and that when captured the leader of the commando will be sentenced to death, the others to death or to less penalties, according to the degree of their complicity.

## GENERAL NEWS.

LONDON, 29th August, 3.55 p.m.

## MONEY MARKET.

Consols stand at £94½. Weekly advances on the loan market range from 1 to 1½ per cent. Japanese New Loans are at £75½. Bank rate remains unaltered.

## REUTERS SERVICE.

LONDON, 29th August.

## THE FRANCO-TURKISH DIFFICULTY.

France has requested the Ottoman Ambassador at Paris, now on leave, not to return.

## PRINCE CHUN'S INDISPOSITION.

The German press is sceptical of Prince Chun's indisposition, and believes it to be due to objections to the arrangements made for his reception at Berlin.

LONDON, 28th August.

## MR. BRODRICK ON THE SHOOTING OF BRITISH WOUNDED IN SOUTH AFRICA.

Mr. Brodrick, replying to Lord Kitchener regarding the shooting of British wounded in South Africa, says he should proclaim that all captured Boers convicted of being present at such outrages should be held guilty, the leader of the Commando should be sentenced to death, and the others punished by death or otherwise, according to their degree of complicity in the affair.

## POLICE COURT.

Friday, 30th August.

## BEFORE MR. KEMP.

## KIDNAPPING A GIRL.

P.C. No. 380 was charged with taking a girl under age of 16 out of the custody of her mother.

Inspector Baker prosecuted and Mr. Reese defended. The girl and her mother were examined. There was nothing to prove clearly that the girl was under 16. She had gone willingly. There was no evidence of abduction. The defendant was accordingly discharged.

## THEFT OF JEWELRY AND MONEY.

Ed. Munroe, Chief Engineer of the s.s. *Canton*, charged one Wong Piu, a coolie, with unlawfully entering a cabin on the s.s. *Canton* and stealing a silver watch, and chain, a set of gold studs, one pair of gold sleeve-links, one knife, and \$5 in money, a total of \$108, the property of complainant.

Accused was sentenced to three months' hard labour.

## DUNK AND DISORDERLY.

James Thomas, charged in a very disorderly manner while under the influence of liquor, and was fined \$1, or 60 days' hard labour.

## CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

## THE FOOD COMMISSION.

TO THE EDITOR OF THE "DAILY PRESS," 29th August.

SIR,—I think the over-burdened taxpayers of Hongkong would esteem it a great favour if the Hon. T. H. Whitehead at the next meeting of the Legislative Council would ask the Government what practical effect has been given to the recommendations of the Food Commission, made known several months ago. Apparently this question of vital importance to so many has, like a good many other things, been shelved by the powers that be. It is hardly necessary for me to point out that at the present moment things as they stand spell ruin to the poor, and anything calculated to remove the burden from their shoulder should be heartily welcomed, and receive the best consideration of those who are empowered to ameliorate the present disastrous condition of affairs. Apologizing for having trespassed on your space—Yours, etc.

QUERY.

## THE COCHRANE STREET ENQUIRY.

Yesterday morning, Mr. Hazeland held an enquiry at the Magistracy into the causes that led to the collapse of houses Nos. 32 and 34, Cochrane Street. The first witness called was a woman, named Sin Mui who had lived in No. 32, at the time of collapse, and was rescued, but her husband, two daughters and her mother, who were also in the house at the time, were killed. She deposed as follows:—

The house No. 32 where she lived was a family house. She lived on the 3rd floor, with her husband, two daughters, and mother. There were 19 people on her floor. On the night of the 14th inst., at about 11 o'clock, houses Nos. 32 and 34 collapsed suddenly. No previous intimation was given. Houses No. 32 and 34 were four-storey houses. Her husband had been head-coolie at the Ordnance Stores.

The next witness was Inspector Cuthbert, who had made enquiries as to the people killed. He had a list of forty-one, but could only obtain the names of 38. In all the dead were 43. Two out of the three unknown persons had been visitors, and one the husband of a woman living in one of the houses. One of the visitors was a woman, Inspector Cuthbert said he was certain that the forty-three dead found were killed in the collapse.

P. S. Watt, who was the first police officer on the scene at the time, stated that on the night of the 14th inst., about 11 p.m., he was in Queen's Road facing Cochrane Street. He heard a noise as if something heavy fell down. He ran up Cochrane Street, and found that houses No. 32 and 34 had collapsed and caused the verandah and front wall of No. 32 to fall outward. He went up into No. 30, and ordered the people to leave. While he was there, fire had broken out among the ruins of No. 32. Witnesses immediately gave the alarm and called for the fire brigade, who responded at once.

The next man to give evidence was Ho Henng Chi, an inmate of house No. 32, who was fortunately rescued. Witness went to his house on the evening in question and went to sleep. A friend of his was sleeping in a cubicle of the 2nd floor, was killed in the collapse. As witness was sleeping he was aroused by a loud crash; the next moment the house collapsed.

Mr. P. T. Crisp, Inspector of Buildings, deposed as follows:—

On the 15th inst., I went and inspected the ruins of Nos. 32 and 34 Cochrane Street. I examined the remainder of the walls standing and the debris. I found all the floor joists and timbers to have been in a sound condition. The brick-work on the top floor seemed to be good work. I looked at the brick-laying and found it good. In my opinion the cause of the collapse was the falling in of the partition wall between houses No. 32 and 34. The party wall was old work, the centre of the wall being hollow. I cannot positively say that the whole of the party wall was hollow, but there is little doubt that it was, judging from what remained standing. I think the houses were built after the great fire in 1878. In my opinion the heavy rain, soaking the double layer of Shanghai tiles, caused the consequent great weight resting on the party wall to split it in two and brought on the collapse.

Dr. Ball, Assistant Principal Civil Medical Officer, stated that he had only a list of twenty-three bodies, which had been brought to the Government Mortuary on the 17th, 18th, 19th, 20th, and 22nd instants. The list of the bodies previously found was in the hands of Dr. Atkinson, who would give his evidence after lunch. The list of dead, with the cases of death, was handed to Mr. Worsley by Dr. Ball.

Mr. Fooker, Acting Assistant Director of Public Works, next deposed as follows:—On the 16th inst., I examined the scene of the collapse of houses No. 32 and 34 Cochrane Street. These buildings, as far as we could ascertain, were constructed in 1878. There is no record in the P.W.D. offices of any alterations or additions until the latter end of 1890, when a plan was submitted in accordance with the Building Ordinance, and notice given in the prescribed form on the 2nd November 1900, in respect of house No. 32 Cochrane Street, and on the 7th December 1900, in respect of house No. 34 Cochrane Street also in the prescribed form. Mr. E. M. Hazeland was the architect who submitted the plans. The notice of the work given on the 3rd November read as follows:—"To make additions and rebuild cross-wall and verandah."

A notice of December 7th describes the work as "additions and rebuilding cross-wall, etc." Both notices were signed by Chung Tsun Cheong and sponsored by the addition of a cross-wall and principally of one additional story. The buildings had been three-storied; the addition would make them four-storied. The plans submitted were scrutinised by me and found to be in accordance with the Building Ordinance and were forwarded to the Medical Officer of Health, who approved of them, saying they were in accordance with the Ordinance. The buildings were not in accordance with Ordinance 15 of 1894, as this Ordinance fixes the height of the buildings in accordance with the width of the street, but of course the additions were made prior to that date. I also examined the remaining standing walls and debris at the scene of the disaster. The front and side walls of Nos. 32 and 34 had fallen in; as had the front wall of No. 30. The site of the accident was covered with debris. The iron verandah of house No. 31, opposite, were considerably damaged. A careful examination of the walls still standing, the party walls of Nos. 30 and 36, also of the debris, I found a portion of the party wall between houses No. 32 and 34 was still standing. It proved to have been badly constructed, though the bricks used in erecting the wall were good. Still the construction was faulty; the bricks were badly bonded, part of the interior of the wall was hollow and filled out with small pieces of bricks. The wall seemed to have been all more or less hollow. The party walls between the houses Nos. 32 and 30 and 34 and 36 still standing were exposed to view, and could be seen to be of the same construction as the party wall which had collapsed. On examination I found it would be impossible for anybody to say definitely what actually caused the collapse; that must remain a matter of conjecture. I have, however, found out that the mischief had been going on for some time and that the heavy weather we had for some time, interspersed with heavy rain, and again the force sun-rays, would have caused a considerable amount of expansion and contraction of the material. The flooring and other timbers were found perfectly sound, and the top floor appeared to have been supported on hard-wood joists. I believe from the way the floorings were running that the party wall between Nos. 32 and 34 was the first part of the buildings to collapse. The weight resting on this wall caused it to fall, and the brick wall had been quite sufficient to have brought down the whole of the two structures. I attribute the accident to the bad season and the bad state of the old brick-work of the buildings. The old Building Ordinance of 1856 places no restrictions on the use of new bricks; it only states that the wall should be solidly built.

Mr. Tooker, here suggested that Mr. E. M. Hazeland, architect, be called as a witness, which was done.

Mr. E. M. Hazeland stated that some time during the months of November and December,















## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island, Vessels anchoring nearest Kowloon are marked k, nearest Hongkong h, midway between Hongkong and Kowloon m, and those vessels berthed at the Kowloon Wharf k.w., together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL.	MARSHALL	Brit. str.	2 m.	G.M. Montford, R.N.R.	P. & O. S. N. Co.	Today.
LONDON	STANTON	Brit. str.	2 m.	Butterfield & Swire	Butterfield & Swire	On 3rd September.
LONDON	DOMINUS	Brit. str.	2 m.	Butterfield & Swire	Butterfield & Swire	On 17th September.
LONDON	ALAN	Brit. str.	2 m.	Butterfield & Swire	Butterfield & Swire	On 1st October.
LIVERPOOL DIRECT	ORPHEUS	Brit. str.	2 m.	Butterfield & Swire	Butterfield & Swire	About 15th September.
HAMBURG, VIA PORTS OF CALL.	PRINCESS IRENE	Ger. str.	h. w.	E. P. Martin, R.N.R.	Butterfield & Swire	On 1st October.
MARSHALLS & LONDON	BANCA	Brit. str.	2 m.	P. & O. S. N. Co.	Butterfield & Swire	About 15th September.
MARSHALLS & LONDON	BINGO MARU	Jap. str.	2 m.	P. & O. S. N. Co.	Butterfield & Swire	About 15th September.
MARSHALLS & LONDON	TAMBA MARU	Jap. str.	2 m.	P. & O. S. N. Co.	Butterfield & Swire	About 15th September.
MARSHALLS & LONDON	SIBIRIA	Ger. str.	2 m.	P. & O. S. N. Co.	Butterfield & Swire	About 15th September.
HAYRE & HAMBURG	ANDALUSIA	Ger. str.	2 m.	P. & O. S. N. Co.	Butterfield & Swire	About 15th September.
HAYRE & HAMBURG	ARABIA	Ger. str.	2 m.	P. & O. S. N. Co.	Butterfield & Swire	About 15th September.
HAYRE & HAMBURG	KOLINDORF	Ger. str.	2 m.	P. & O. S. N. Co.	Butterfield & Swire	About 15th September.
HAYRE & HAMBURG	BANDER	Ger. str.	2 m.	P. & O. S. N. Co.	Butterfield & Swire	About 15th September.
HAYRE & HAMBURG	JUPITER	Brit. str.	2 m.	P. & O. S. N. Co.	Butterfield & Swire	About 15th September.
NEW YORK VIA PORTS & SUEZ CANAL	ATAKA	Brit. str.	2 m.	P. & O. S. N. Co.	Butterfield & Swire	About 15th September.
NEW YORK VIA SUEZ CANAL	L. SCHMIDT	Amr. ship.	h. w.	Kendall	Butterfield & Swire	Quick despatch.
NEW YORK	I. P. CHAPMAN	Amr. ship.	h. w.	Forst	Butterfield & Swire	Quick despatch.
NEW YORK VIA SUEZ CANAL	ARAGONIA	Ger. str.	2 m.	Forst	Butterfield & Swire	Quick despatch.
NEW YORK VIA SUEZ CANAL	MARCEL LAGUNA	Brit. str.	2 m.	T. Darke	Butterfield & Swire	Quick despatch.
NEW YORK VIA SUEZ CANAL	GLYNEL	Amr. ship.	h. w.	Lova	Butterfield & Swire	Quick despatch.
TRINITY VIA SINGAPORE, &c.	CHINA	Brit. str.	2 m.	H. Mowatt	Butterfield & Swire	Quick despatch.
VANCOUVER VIA KOBÉ &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	H. Pybus, R.N.R.	Butterfield & Swire	Quick despatch.
V. COUVER, VIA SHANGHAI, &c.	BRADMAN	Brit. str.	2 m.	W. Watt	Butterfield & Swire	Quick despatch.
V. TORIA, B.C. & TACOMA VIA SHANGHAI, &c.	KAGA MARU	Jap. str.	2 m.	J. W. Elstrand	Butterfield & Swire	Quick despatch.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	MOYUNE	Brit. str.	2 m.	O. Ohno	Butterfield & Swire	Quick despatch.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	ROJUN MARU	Jap. str.	2 m.	O. Ohno	Butterfield & Swire	Quick despatch.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	INDRAVALLI	Brit. str.	2 m.	O. Ohno	Butterfield & Swire	Quick despatch.
PORTLAND & SAN FRANCISCO VIA SHANGHAI, &c.	AMERICA MARU	Jap. str.	2 m.	O. Ohno	Butterfield & Swire	Quick despatch.
SAN FRANCISCO VIA SHANGHAI, &c.	PERU	Amr. str.	2 m.	O. Ohno	Butterfield & Swire	Quick despatch.
SAN FRANCISCO VIA SHANGHAI, &c.	CARLEIGH CITY	Brit. str.	2 m.	O. Ohno	Butterfield & Swire	Quick despatch.
AUSTRALIAN PORTS.	EASTERN	Brit. str.	2 m.	O. Ohno	Butterfield & Swire	Quick despatch.
AUSTRALIAN PORTS.	ROSETTA MARU	Jap. str.	2 m.	O. Ohno	Butterfield & Swire	Quick despatch.
AUSTRALIAN PORTS.	CANTON	Brit. str.	2 m.	O. Ohno	Butterfield & Swire	Quick despatch.
YOKOHAMA VIA SHANGHAI, N. SAKI & KOBÉ	TRIESTE	Amr. str.	2 m.	O. Ohno	Butterfield & Swire	Quick despatch.
YOKOHAMA & KOBÉ	AWA MARU	Jap. str.	2 m.	O. Ohno	Butterfield & Swire	Quick despatch.
KOBÉ & YOKOHAMA	ISABA MARU	Jap. str.	2 m.	O. Ohno	Butterfield & Swire	Quick despatch.
KOBÉ & YOKOHAMA	KANBU	Brit. str.	2 m.	O. Ohno	Butterfield & Swire	Quick despatch.
NAGASAKI, KOBÉ & YOKOHAMA	YAWATA MARU	Jap. str.	2 m.	O. Ohno	Butterfield & Swire	Quick despatch.
NAGASAKI, KOBÉ & YOKOHAMA	TIENSHIN	Jap. str.	2 m.	O. Ohno	Butterfield & Swire	Quick despatch.
NAGASAKI, KOBÉ & YOKOHAMA	DAIPISE	Jap. str.	2 m.	O. Ohno	Butterfield & Swire	Quick despatch.
NAGASAKI, KOBÉ & YOKOHAMA	KANGHUA MARU	Brit. str.	2 m.	O. Ohno	Butterfield & Swire	Quick despatch.
MOJOKOBE & YOKOHAMA	FOUCHOW	Brit. str.	2 m.	O. Ohno	Butterfield & Swire	Quick despatch.
TIENSHIN	CHANGHUA	Brit. str.	2 m.	O. Ohno	Butterfield & Swire	Quick despatch.
SHANGHAI	CARLEIGH CITY	Brit. str.	2 m.	O. Ohno	Butterfield & Swire	Quick despatch.
SHANGHAI	PALAWAN	Brit. str.	2 m.	O. Ohno	Butterfield & Swire	Quick despatch.
SHANGHAI	PROTECTOR	Brit. str.	2 m.	O. Ohno	Butterfield & Swire	Quick despatch.
SHANGHAI, CHEFOO, VLADIVOSTOCK, &c.	KIUKIANG MARU	Jap. str.	2 m.	O. Ohno	Butterfield & Swire	Quick despatch.
CHINKIANG & SHANGHAI	ANTUNG MARU	Jap. str.	2 m.	O. Ohno	Butterfield & Swire	Quick despatch.
CHINKIANG & SHANGHAI	DAIPISE	Jap. str.	2 m.	O. Ohno	Butterfield & Swire	Quick despatch.
CHINKIANG & SHANGHAI	YUENSHAN	Brit. str.	2 m.	O. Ohno	Butterfield & Swire	Quick despatch.
CHINKIANG & SHANGHAI	TAIYUAN	Brit. str.	2 m.	O. Ohno	Butterfield & Swire	Quick despatch.
CHINKIANG & SHANGHAI	MIKE MARU	Jap. str.	2 m.	O. Ohno	Butterfield & Swire	Quick despatch.
CHINKIANG & SHANGHAI	SUIHANG	Brit. str.	2 m.	O. Ohno	Butterfield & Swire	Quick despatch.

## SHIPPING.

**ARRIVAL.**  
Aug. 30, SIBIRIA, British str., 2084, Fatchell, Moji 23rd August, Coal.—M. B. KAISHA.  
Aug. 30, AFRICA, German str., 832, Lorenzen, Haiphong 27th August, General.—JESSEN & Co.  
Aug. 30, JACOB DIEDERICHSEN, German str., 623, G. Schlackier, Haiphong 28th August, General.—JESSEN & Co.  
Aug. 30, THALES, British steamer, 20th August, Robson, Foochow 27th August, Amoy 28th and Swatow 29th, General.—DOUGLAS LARSEN & Co.  
Aug. 30, ZAPERO, U.S. despatch boat, 175, J. L. Puell, Cortic, Manila 27th August.  
Aug. 30, CORTIC, British str., 274, Rinder, San Francisco and Shanghai 28th August, Manila and General.—O. & O. S. Co.  
Aug. 30, CHOXSANO, British str., 1194, Bowker, Shanghai and Swatow 28th August, General.—JARDINE, MATHESON & Co.  
Aug. 30, KYOTO MARU, Japanese str., 1638, Sakurai, Moji 28th August, Coal.—M. B. KAISHA.  
Aug. 30, LYERMOON, German str., 1738, Lehmann, Shanghai 27th August, General.—JESSEN & Co.

## CLEARANCES.

**AT THE HARBOUR MASTER'S OFFICE.**  
30th August.  
Feiching, British str., for Haiphong.  
Hainan, British str., for Swatow.  
Yue song, British str., for Canton.  
Cheong, British str., for Canton.  
Feiyao, British str., for Singapore.  
Igeemoon, German str., for Canton.  
Ling Maru, Japanese str., for Tamsui.

## DEPARTURES.

30th August.  
CHORAN, British str., for Haiphong.  
Feiching, British str., for Haiphong.  
Hainan, British str., for Swatow.  
Yue song, British str., for Canton.  
Cheong, British str., for Canton.  
Feiyao, British str., for Singapore.  
Igeemoon, German str., for Canton.  
Ling Maru, Japanese str., for Tamsui.

## VESSELS IN DOCK.

30th August.  
Kowloon Docks.—Canton River, Victoria, Georges Valentine.  
Cosmopolitan Dock.—Taitai.

## SHIPPING REPORTS.

The German steamer Lyermoon, from Shanghai 27th inst., had fine weather throughout. The British steamer Feiching, from Haiphong 27th, Amoy 28th and Swatow 29th inst., had moderate S.W. breeze and clear weather, smooth S.W. breeze and clear weather, smooth S.E. to E.N.E. breeze and smooth sea. From Swatow to port fresh E.N.E. to N.N.E. breeze and fine, clear weather, moderate following S.W. breeze. Vessels in Amoy.—H.M.S. Eclipse, U.S.S. Wilmington, and the steamer Elenora.

## NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBTS incurred by the Officers or the Crews of the following Vessels during their stay in Hong Kong Harbour:—  
I. F. HAPMAN, American ship, Chapman.—Arnold, Kneberg & Co.  
L. SCHMIDT, American ship, C. S. Kendall.—Carlowitz & Co.  
Sza Wirtz, American ship, Howes.—Master

## VESSELS ON THE BERTH.

THE OSAKA SHOSHEN KAISHA, LIMITED.  
FOR TAMSUI VIA SWATOW AND AMOY.  
THE Company's Steamship.

## "DAIJIN MARU."

Captain T. Ogata, will be despatched for the above ports TO-MORROW, the 1st September.  
For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.  
Hongkong, 20th August, 1901. [17]

## VESSELS ON THE BERTH.

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.  
P. L. MOUTH AND LONDON.  
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, TERNAN, GULF, CONTINENTAL AND AMERICAN PORTS.

## THE Steamship.

"MASSILIA."  
Captain G. M. Montford, R.N.R., carrying His Majesty's Mails, will be despatched from the Bombay, on SATURDAY, the 31st August, at Noon, taking passengers and cargo for the above ports.  
Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.  
Passengers will be received at this Office, until 4 P.M. the day before sailing. The contents and value of all packages are required.  
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.  
For further particulars, apply to H. A. RITCHIE, Superintendent.  
Hongkong, 19th August, 1901. [1]

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

## VIA PORTS AND SUEZ CANAL.

## PROPOSED SAILINGS FROM HONGKONG.

"JUPITER" ... About 31st August.  
"MOGUL" ... 21st September.  
"KURDISTAN" ... 12th October.  
"LENNOX" ... 12th October.

## FOR FREIGHT AND FURTHER INFORMATION, APPLY TO R. DODWELL &amp; CO., LTD., Agents.

Hongkong, 8th August, 1901. [1739]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FOR SINGAPORE, PENANG AND CALCUTTA.

## THE Company's Steamship.

## "SUISANG."

Captain Tadd, will be despatched as above on TUESDAY, the 3rd September, at Noon.  
For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.  
Hongkong, 28th August, 1901. [2194]

## FOR SHANGHAI, CHEFOO, VLADIVOSTOCK, &amp;c.

## "PROTECTOR."

will be despatched for the above ports on TUESDAY, the 3rd September, at 3 P.M.  
For Freight, &c. apply to SHEWAN, TOMES & Co.  
Hongkong, 28th August, 1901. [2195]

## THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

## TRANS-PACIFIC SERVICE.

VICTORIA (B.C.) AND SEATTLE.  
Calling also at Tacoma and carrying Cargo on through Bills of Lading to New York and other points of the United States in connection with the GREAT NORTHERN RAILWAY CO.'S LINES.

## THE Steamship.

## "MOYUNE."

4,646 tons, is due here on 6th September, and will have quick despatch.  
For Rates of Freight and further Particulars, apply to JARDINE, MATHESON & Co., Agents.  
Hongkong, 28th August, 1901. [2202]

## HAMBURG-AMERIKA LINIE.

## NORDDEUTSCHER LLOYD.

## OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRINITY, GENOA, PORTS in the LEVANT, BLACK SEA and BALTI PORTS, NORTH and SOUTH AMERICAN PORTS.)

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

SIBIRIA ... HAYRE & HAMBURG ... On 4th Sept. Freight and Passage.  
ANDALUSIA ... HAYRE & HAMBURG ... On 21st Sept. Freight.  
ARABIA ... HAYRE & HAMBURG ... On 5th Oct. Freight.  
KOENIGSBERG ... HAYRE & HAMBURG ... On 19th Oct. Freight and Passage.  
BAMBERG ... HAYRE & HAMBURG ... On 2nd Nov. Freight.  
ARAGONIA ... NEW YORK VIA SUEZ CANAL ... On 7th Sept. Freight.

For Further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1. [1051]

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.  
CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)  
"ATHENIAN," 3,882 Tons, Comdr. H. Mowatt, ... WEDNESDAY, 4th Sept., 1901.  
"EMPEROR OF JAPAN," Comdr. H. Pybus, R.N.R., ... WEDNESDAY, 25th Sept., 1901.  
"EMPEROR OF CHINA," Comdr. R. Archibald, R.N.R., ... WEDNESDAY, 23rd Oct., 1901.  
"TARTAR," 4,425 Tons, Comdr. E. B. Beitham, R.N.R., ... WEDNESDAY, 30th Oct., 1901.  
"EMPEROR OF INDIA," Comdr. O. P. Marshall, R.N.R., ... WEDNESDAY, 20th Nov., 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PACIFIC COAST LIMITED TRAINS, and the CANADIAN PACIFIC RAILWAY, which have daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return Tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PACIFIC STEAMSHIPS, (second to none in the World), the LUXURIOUS and rapid TRANS-CONTINENTAL TRAINS, (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

## SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.

In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Storage.

The "TARTAR" takes First Class and Storage Passengers only. The rate is usually made between YOKOHAMA and VANCOUVER in 14 days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Pedder's Street. [10]

Hongkong, 29th August, 1901.

## NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBÉ AND YOKOHAMA.

## FOR VICTORIA, B.C. AND TACOMA.

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing.
BRADMAN	3,601	W. Watt	September 3rd
DUKE OF FIFE	3,821	J. S. Cox	September 10th
OLYMPIA	2,837	J. Trunbridge	October 1st
VICTORIA	3,502	J. Panton	October 15th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £22.  
Excellent accommodation. First-class Table, Doctor and STEWARDESSE carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £28.  
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night. TACOMA to NEW YORK in 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, £35.  
The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA and TACOMA to DYER and ST. MICHAEL.

Rates of Passage to other Points on application.  
A Special Rate allowed to members of Government Service.  
For further information as to Passage or Freight, apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 17th July, 1901. [11]

## IMPERIAL GERMAN MAIL LINE.

## NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. SAILING DATES.

PRINCESS IRENE ... THURSDAY ... 5th September.

PRINZ HEINRICH ... THURSDAY ... 18th September.

PREUSSEN ... WEDNESDAY ... 2nd October.

HAMBURG (Hamburg-Amerika Linie) ... WEDNESDAY ... 16th October.

SACHSEN ... WEDNESDAY ... 30th October.

KLAUSCHOU (Hamburg-Amerika Linie) ... WEDNESDAY ... 13th November.

BAYERN ... WEDNESDAY ... 27th November.

SCHWABEN ... WEDNESDAY ... 11th December.

KONIG ALBERT ... WEDNESDAY ... 25th December.

PRINZESS IRENE ... WEDNESDAY ... 8th Jan., 1902.

PRINZ HEINRICH ... WEDNESDAY ... 22nd Jan., 1902.

PREUSSEN ... WEDNESDAY ... 5th Feb., 1902.

HAMBURG (Hamburg-Amerika Linie) ... WEDNESDAY ... 19th Feb., 1902.

SACHSEN ... WEDNESDAY ... 6th Mar., 1902.

ON THURSDAY, the 5th day of September, 1901, at Noon the Steamship "PRINCESS IRENE," of the NORDDEUTSCHER LLOYD, Captain P. Wettin, with MAELS, PASSENGERS, SPECIE and CARGO, will leave this Port as CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON on TUESDAY, the 3rd September; Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 4th September; and Parcels will be received at the Agency's Office until NOON on WEDNESDAY, the 4th September.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.



VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

OUTWARDS.		
FROM	STEAMERS	DUK
GLASGOW and LIVERPOOL	"PYRHEUS"	On 15th September.
GLASGOW and LIVERPOOL	"ULYSSES"	On 15th September.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 15th September.

HOMEWARDS.		
FOR	STEAMERS	TO SAIL
LONDON	"STENTOR"	On 3rd September.
LONDON	"IDOMENEUS"	On 17th September.
LONDON	"AJAX"	On 1st October.
LIVERPOOL DIRECT	"ORESTES"	About 15th September.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHANGSHA"	On 31st Aug. at 5 P.M.
CHINKIANG & SHANGHAI	"KIUKIANG"	On 31st Aug.
TIENTSIN	"NANCHANG"	On 31st Aug.
NAGASAKI & KOBE	"KANSHU"	On 31st Aug. at 5 P.M.
TIENTSIN	"FOOCHOW"	On 3rd September.
NAGASAKI, KOBE & MOJI	"TIENTSIN"	On 3rd September.
MANILA	"TAIYUAN"	On 15th September.
THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	On 10th September.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. For Freight or Passage, apply to—

BUTTERFIELD & SWIRE, AGENTS. O. S. S. Co.

Hongkong, 29th August, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING (via SWATOW AND AMOY).

THE Company's Steamship

"MAIDZURU MARU."

Captain K. Suckert will be despatched for the above ports on WEDNESDAY, the 4th September.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, AGENTS.

Hongkong, 24th August, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN."

Captain Ellis will be despatched for the above ports on THURSDAY, the 5th September, at NOON.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Returns Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., AGENTS.

Hongkong, 28th August, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, FRIEDLAND, TRIESTE.

(Taking Cargo at through rates to the BRASIL, to SOUTH AFRICA, RED SEA, BLACK SEA, LANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"CHINA"

Captain A. Levy will be despatched as above on TUESDAY, the 17th September, P.M.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO., AGENTS.

Hongkong, 28th August, 1901.

"GLEN" LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"GLENVILLE"

Captain T. Durke will be despatched as above on SATURDAY, the 28th September.

For Freight or Passage, apply to

McGREGOR BROS. & GOW, AGENTS.

Hongkong, 28th August, 1901.

FOR NEW YORK.

THE 3/3 A.I.I. American ship

"I. SCHEPP"

Captain Kendall will be ready to load on the 15th August for the above port, and will be despatched about the middle of September.

For Freight, apply to

CARLOWITZ & CO., AGENTS.

Hongkong, 18th July 1901.

FOR NEW YORK.

THE 3/3 A.I.I. American ship

"I. F. CHAPMAN"

having arrived is now ready to load for the above port, and will have quick despatch.

For Freight, apply to

ARNOLD, KAEGER & CO., AGENTS.

Hongkong, 12th August, 1901.

FOR NEW YORK.

THE 3/3 A.I.I. American ship

"MANUEL LLAGUNO"

will load during September and October, sailing about 25th October.

For Freight, apply to

SHEWAN, TOMES & CO., AGENTS.

Hongkong, 11th July, 1901.

VESSELS ON THE BERTH

U. S. MAIL LINES

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"PERU"	SATURDAY, 31st Aug., at Noon.
"COTIC"	TUESDAY, 10th Sept., at Noon.
"CITY OF PEKING"	TUESDAY, 24th Sept., at Noon.
"GAELIC"	WEDNESDAY, 2nd Oct., at Noon.
"CHINA"	SATURDAY, 19th Oct., at Noon.
"DORIC"	TUESDAY, 29th Oct., at Noon.

THE P. M. S.S. Co.'s Steamship "PERU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on SATURDAY, the 31st August, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamer, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEO. ECKLEY, ACTING AGENT.

Hongkong, 16th August, 1901.

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ATAKA"

will be despatched for the above port on or about 10th September.

To be followed by the Steamship

"ANAPA"

about 15th October, 1901.

For Freight, apply to

SHEWAN TOMES & CO., AGENTS.

Hongkong, 16th August, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU."

Captain S. Atsumi will be despatched for the above ports on WEDNESDAY, the 11th September, at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, AGENTS.

Hongkong, 28th August, 1901.

TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

having established a regular service of steamers from Seattle (Puget Sound) to Japan, China and the Philippines, in conjunction with the

GREAT NORTHERN RAILWAY LINES.

of the United States, are prepared to contract for the conveyance of Goods from the Pacific Coast and interior

points of U.S.A. to the Orient.

For further particulars, apply to

THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, New York;

To the Agents of the Company at Japan, China, Philippines and Straits;

FRANK WATERHOUSE & CO., General Western Agents, SEATTLE; or to

GEO. SUTHERLAND, General Agent for the East, SHANGHAI.

JARDINE, MATHESON & CO., AGENTS.

Hongkong, 25th July, 1901.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for Cape Ports every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1897.

VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI.

THE Company's Steamship

"CARINTHIA."

Captain Marochino will leave for the above place on THURSDAY, the 12th Sept., P.M.

For Freight or Passage, apply to

SANDER, WIELER & CO., AGENTS.

Hongkong, 29th August, 1901.

NOTICES TO CONSIGNEES

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "BRAEMAR."

FROM TACOMA, VICTORIA, YOKOHAMA, MOJI, VLADIVOSTOK AND PORT ARTHUR.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LIMITED, AGENTS.

Hongkong, 28th August, 1901.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"TYDEUS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 31st instant.

Optional Cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 1st September will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 6th September.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 28th August, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"SUISANG"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after NOON, the 31st instant, will be landed at Consignees' risk and expense into Godowns at EAST POINT.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, 28th August, 1901.

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "LONGSHIPS."

CONSIGNEES of Cargo ex s.s. Longships from New York are hereby notified that their Cargo transhipped at Singapore into the s.s. *Prize Heinrich* has now arrived, and is being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon.

Consignees are requested to immediately send in to the undersigned Original Bills of Lading, in exchange for which they will receive Local Bills of Lading on which delivery can be obtained.

JARDINE, MATHESON & CO., AGENTS.

Hongkong, 23rd August, 1901.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship

"HAKATA MARU."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each Consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 P.M., TO-DAY, 27th inst.

Goods not cleared by the 3rd proximo, will be subject to rent.

No Fire Insurance will be effected.

All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 6th proximo, or claims in connection therewith will not be recognised.

NIPPON YUSEN KAISHA, AGENTS.

Hongkong, 27th August, 1901.

STEAMSHIP "INDUS."

COMPAGNIE DES MESSEAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London and Havre, ex s.s. *Ville de Valenciennes*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY, the 26th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 2nd September, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 2nd September, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 2nd September, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPORIN, AGENT.

Hongkong, 26th August, 1901.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CHUSAN"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex s.s. *Himalaya* and *Malta*.

From Australia, ex s.s. *Britannia*.

From Persian Gulf, ex s.s. *B. I. S. N.* and *B. P. S. N.* Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M. TO-DAY, 25th inst.

Goods not cleared by the 5th prox., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

H. A. KITCHIE, Superintendent.

Hongkong, 29th August, 1901.



